

# THE FAST PROGRESS MADE BY RAILROADS

Wonders Accomplished in the Score Years and Ten. GREAT STRIDES MADE. Comparison Made Between the Early Trains of the Past and the Levels of the Present. Details of Interest.

(By Geo. S. Crenshaw.)  
The first railroad was made of wooden rails laid end to end, upon which the flanged wooden wheels of the first railway cars ran. Later these flat rails or ties were nailed to, and flat upon the tops of these wooden rails. Then came the "T" rail, which was the flat rail rolled so as to represent the inverted letter "T". These were bolted together with fish plates at the ends, very much in the same manner as our railroad ties are now. The "T" rail, and the "T" rail, and the light steel "T" rail, and so continued until we now have in this country many miles of railroads laid in 90 and 100-pound steel rails, which means that the rail weighs 90 or 100 pounds to the yard. Coupled with this great improvement has come what is known as the standard-gauge track of four feet, eight and a half inches, or four feet, nine inches.

A UNIVERSAL GAUGE.  
This gauge is almost universally used over the country, which enables convenient and easy interchange of cars, and the quick movement of freight. A carload of perishable freight can be brought from the Pacific Coast to the Atlantic seaboard in seven days. Along with this improvement of track the old wooden bridges have been replaced first to iron and now to steel bridges. The improved equipment of tracks has produced many and valuable safety appliances, and devices for minimizing the labor and expediting the movement of trains.

The most noticeable of these are the safety signals and lights which are so familiar to every railroad traveler. They are of many kinds. Other improvements for the safety of trains are the electric block. Signals, so arranged that while a train is on the block or section of road covered by that signal, a bell is rung or signal light is shown at the end of the block following trains, or those coming the opposite direction that the block is occupied by one train. Further, I noticed a few weeks since, that some man near Chicago claims to have arranged an electric system of signals which will absolutely prevent collisions where in use. A feature that, if successful, will be worth many millions yearly to railroads, and would consequently save from death many employees and passengers.

ENGINES AND CARS.  
Along with the growth has come that of engines and cars. In the National Museum at Washington there is the first locomotive used by the B. and O. R. R., which consisted practically of a stationary engine sitting on a small flat car about the size of an ordinary hand car, with the power furnished to the driving wheel and axle of the engine and one of the axles of the car. An ordinary barrel served as a smokestack. Along with this stood John Bull, one of Stephenson's engines imported into this country early in the 30's. From this type of engines the locomotive has grown until at the time of the Civil War most of the engines were of the 2-4-0 type, carrying a train of 10 to 15 cars of 10 tons capacity from 20 to 25 miles an hour under pressure. Now we have the immense decapod (10 wheel) engine, measuring 70 feet from pilot to rear of tender, and capable of drawing on a level track a train a mile and one-half long, carrying a harvest of 10,000 acres of land.

These immense engines are equipped with automatic air-brakes, pneumatic bell and electric generator for furnishing head light and light cars of passenger trains.

OF IMMENSE WEIGHT.  
They stand 15 feet high to top of stack, and weigh, with engine and boiler, about 240,000 pounds, or 120 tons. The largest engines cost as much as \$15,000 each to build, and so the progress continues, each system striving for mastery. The old-fashioned engines are sold to smaller roads or consigned to the scrap pile. The growth of our railroads may be well imagined when you consider the fact that the Baldwin Locomotive Works turned out 1,381 locomotives in the year 1907, and this only one factory of about a dozen in our country building locomotives.

The total number of locomotives in the service on June 30, 1907, was 39,564, of which 10,184 were assigned to passenger, 22,580 to freight, and 6,800 to switching service.

The freight car has grown from the body of a stage coach on stationary axle to the box car with a capacity of fifty tons, and the steel coal cars with the same capacity with flat and hopper bottom, i. e., with bottoms that let down for dumping load. The solid bottom cars of the latter class are so deep that it is with difficulty that a strong man can throw a shovel full of coal over the sides. Twenty-five years ago few cars were found with a capacity of more than 10 tons—20,000 pounds. Now an English concern advertises a flat car weighing 22,000 pounds that sagged in the center only one-quarter of an inch under a load of 100,000 pounds.

FREIGHT CARS IN SERVICE.  
The number of freight cars in the service, according to the Interstate Commerce report, was 1,464,828, an increase of 99,095 cars over the previous year. So great is the competition that at many places where communication must be made by means of the trains must be made to run upon a large barge and transported across the channel fully loaded. In the same manner are the passenger trains transferred, and I note that a still further triumph in the service of the trains is the transferring of the trains across the English channel from Dover, England, to Calais, France; so that a passenger may take a sleeper at London and awake the next morning in Paris. Further than this the transportation companies of the northwest have maintained for some time large steel tipples for unloading iron, ores and coal, upon which the car is run after it comes into the yard, and by means of a screw and a car under load is lowered to the hold of vessel and contents dumped out of the end of car practically without the aid of human hands.

EMPTIED BY CRANES.  
While the latest plan for handling and unloading cars along the Great Lakes is by means of large cranes, by which the car is lifted bodily from tracks, trucks and wheels, and swung over hold of vessel, and load dumped from bottom of car. After dumping the car is lowered on the track, from which it is taken without difficulty.

Passenger cars have grown from the comfortable stage coach with a flanged wagon wheel to the luxurious Pullman drawing-room sleeping car, costing \$10,000 and more to build a single car, furnished with plush-covered furniture, plate-glass mirrors, comfortable and luxurious dining and drawing-room, and up-to-date kitchen, range and all, with hot and cold water. The cars are so well arranged that a family can live in them and make a journey of months without feeling unusually cramped. Who of today would think that at one time the

idea of a sleeping car was considered impractical. The crudeness of the first sleeping cars can well be imagined. The berths, or rather bunks, for such they were, were built in tiers one above the other along the sides of car. They were intended only for sleeping service. During the day all passengers rode in the day coach, and returned to their bunks when bed time came.

THE DINING CARS.  
Again, so great is the demand for time, and the useful employment of same, with us, that upon all the principal lines regular dining cars are run, and upon the payment of a nominal sum you are furnished with a dinner that is not surpassed by the tables of any hotel in the land. If any part of the railroad service and equipment has outstripped, other it is the passenger cars and trains. Little do most of us think when we see one of these luxurious and comfortable trains pass, of the patience, time and skill that has been required to bring them to their present state of excellence; and, further, of the immense cost of a train consisting of an engine, baggage, mail, two express cars, day coach and three Pullmans or Wagner sleeping cars as we call them, may run up the cost of such a train runs from \$20,000 to \$75,000, according to excellence of equipment, and sometimes greater. For this branch of the service our railroads employ 35,000 cars.

So great an excellence has been obtained and so high a standard is maintained that for the fiscal year ending June 30, 1907, only one passenger was killed in the United States for every 1,153,469 carried by the railroads, the Atlantic miles travelled by one passenger for every one killed was 61,837,438.

THE TIME SYSTEM.  
The adoption by the railroad of the system of standard time on the basis of the 75th, 90th, 106th and 120th meridian of longitude west of Greenwich, England, and the subsequent almost universal use of the same by the people of the United States has been another of the great benefits which have accrued by the increasing growth and improvement of the railroad service. The great value of this system is much more readily appreciated by those who travel largely either for business or for pleasure.

The commercial value of all the progress which we have mentioned cannot be estimated with any degree of accuracy. The great Territory of Louisiana was purchased about 100 years ago for \$15,000,000. Now the assessed valuation of real estate in many cities which are located in the Territory purchased are many times that amount. Many millions of dollars of farm products are annually brought from that Territory alone. Through the medium of quick transportation the iron and coal and forest products of the Allegheny mountains have reached the mills to be manufactured into machinery, building materials, house and furnishing goods which were first shipped west. Then in turn the gold, silver, minerals and products of the mines, forest and sea of the central and western States has been brought to the eastern markets to reach often in its natural state the markets of the old world.

GROWTH OF POPULATION.  
The population of the United States has grown from the advent of the first railroad from 13,000,000 to 76,256,220 at the census of 1900. In broad-mindedness and intellect the people of our country have grown beyond measure. To-day we welcome the man from Michigan as our business neighbor; the merchant from the Pacific Coast, as one of our own people, but just a little removed from our center of activity. All of this is due to the development of our railroads.

The railroads have required the extension of the electric telegraph which has further served to bring the ends of our country in closer communication, and to bring the people of that country into closer contact with the people of this country in commerce, intellect and speech, one in fellowship and national pride; the greatest nation on earth in railroads, commerce and manufactures, and the exemplification of Christian virtues.

Long may she live, and the railroads, commerce and manufactures continue to grow!

Note. The figures shown above as taken from the Interstate Commerce Commission report are the latest obtainable, the completed report for June 30, 1907, having been ready for distribution about December 1, 1907, and that for June 30, 1902, will not appear until next fall.

An Old Survival.  
In Bavaria some very old superstitions still survive, as the following incident shows: A rooster belonging to a neighbor flew into a farmyard the other day, and after scratching in the straw a few minutes hopped onto the back of a cow that was lying down and began to crow. At that moment the farmer's wife entered the yard and at sight of the bird on the cow's back she exclaimed: "Now I know what has caused everything to go wrong with me for the last month! My children have been sick, my husband has been very cross, the cows have given little milk, one of the horses has died and all the trouble has been caused by this wretched rooster, which is nothing else but a witch in disguise. However, I'll fix it."

With these words she summoned the farm servants and told them to catch the rooster, which they finally did after a good deal of work. Then she said that there was only one punishment prescribed for a witch who assumed the form of a bird, and that was that she should be burned alive. The servants agreed with her and the result was that the unfortunate rooster was taken to the kitchen and shoved into a cauldron of boiling water.

That evening the owner of the rooster heard of its fate, and, as once began to mutter against the farmer's wife. In this way it became known that many persons in Bavaria still firmly believe in the existence of witches, wizards and evil spirits.

# GREENWAY A STUD FARM

President Tyler's Old Home Raises Fine Horses.

DISTINGUISHED GUESTS Thomas Jefferson and Patrick Henry Were Entertained There—Now Owned by Robert Virginia Bradley and Kept as of Old.

(Special to The Times-Dispatch.)  
CHARLES CITY, C. H., VA., March 7.—The old and historical plantation of Greenway in Charles City county, Va., owned by Robert "Virginia" Bradley, the well-known turfman, and used by him as a stud farm for the raising and training of thoroughbred horses, presents to the visitor a vivid picture of the typical Virginia breeding and training establishment.

The early history of Greenway is familiar to many people, therefore this article will deal with the plantation as a Virginia stud farm. To those not familiar with the colonial and ante-bellum history of Greenway, it will be of interest to know that for many years it was the home of John Tyler, who, besides holding many other important offices, was Governor of Virginia, and it was here that he entertained Thomas Jefferson and Patrick Henry among many other distinguished guests.

His son, John, afterwards President of the United States, was born at Greenway. In one of the rooms in the old mansion house is a fine boat built into the breaks of the huge open fire-place. Upon its iron face is engraved the coat of arms of the Tyler family. To the rear of the house is the family burying-ground of the Tylers. Governor Tyler is buried here. The plot is inclosed by an iron railing, put there in recent years by the members of the family.

THE PRESENT GREENWAY.  
In 1874 Robert Bradley became owner of the place, and with the aid of his wife, who has since died, he has made it a stud farm for the raising of thoroughbred horses. His wife accompanied him on his travels to the various race tracks of the country and is much interested in the success of the stable. Mr. Bradley often spoken of in the sporting papers as "Pa" Bradley and also as "Virginia" Bradley.

The big-hearted and genial owner of Greenway is a man of strong personality, and his success in farming and his prominence as a turfman and breeder of thoroughbreds is due to the most indomitable perseverance under good and ill fortune. He began his career as a turfman in the early seventies, when he soon became a well known figure at the Virginia fairs. His first horse of any note was Starlight, a son of Denoncel.

The dam of Starlight was a mare of wonderful endurance in spite of her small size, and, though with no established pedigree, must have been very well bred. Starlight won many good races for his owner, and could go any distance, but was better in long-distance races. He is well remembered by the older set of men who attended the Virginia races at that early period.

Over twenty years ago Mr. Bradley determined to try his luck on the Northern and Eastern tracks, starting out in the spring for the old Ivy City meeting, and going from there to the then popular tracks of Jerome Park, Long Branch, Saratoga and as far as Boston, Mass.

ON THE TRACK.  
For many seasons he made Sheephead Bay race-track his summer headquarters, attending all the meetings at the place, and was one of the most successful owners of the season at the fall meeting at Ivy City. The pluck and courage of the same Virginian were tried to the uttermost before he succeeded in holding his own on the track, and the best men of the country could well afford to invest their surplus thousands in the best bred and fastest horses of the day. But he would return home at the end of each season with better prospects for the following year, ready to court the fickle goddess by the time the spring meetings opened.

When the winter racing at Gutfenburgh and other places in New Jersey was in vogue, Mr. Bradley won a small fortune with his great horse, Blitzen, whose remarkable performance earned for him the sobriquet of "The Iron Horse." But the greatest triumph of the Virginia turfman's life was when his colt, Robert Waddell, won the Great American Derby at Chicago in 1901. This colt was bred and raised at Greenway, and was the pride of the stable, and but for the unfortunate accident which ended his racing career, no doubt, would have become one



MR. ROBERT BRADLEY, (The Well-Known Horseman.)



ALOHA.

of the greatest stakes horses of the country. The space of this article does not allow special mention of the many good horses Mr. Bradley has owned and raised. OWNS FIVE FARMS.

Although Mr. Bradley now owns five farms and rents another, Greenway, the first farm that he purchased when he started his racing career, is still the home-place, and the owner has spent a great deal of money in the improvement of other land and buildings. The ancient dwelling is in a state of good repair. It is built after the fashion of so many of the old-time East Virginia houses—a story and a half in height, with dormer windows, high wainscoting in the large dwelling rooms, high mantels, with the ornamented wood-work reaching to the ceiling, and with huge open fire-places. Fortunately, Mr. Bradley and his wife like the old customs and have not filled in the fire-places and put in the little "modern, up-to-date heaters" so much affected of late years. The house sets back about one hundred and fifty yards from the main road. In the lawn are some fine specimens of the Alnus or Paradise trees. The old office to the left of the house, once used by young gentlemen guests, or the frolicking of the families who had their headquarters at Greenway, is now used for the accommodation of the stable boys. The big stable at Greenway has thirty box stalls, fifteen on a side, a large hay loft above, with an alley way between the rows of stalls, where grain bins and where much of the paraphernalia belonging to a big racing stable is kept. The majority of the labor employed at Greenway is colored. Most of the men and nearly all of the boys, and many of the girls, are from the South, and travel to the different tracks. Mr. Bradley picks up wails or children whose parents, for a small consideration, are willing to apprentice them to the stable. The boys, black and yellow, faces of the pickaninnies around the Greenway stable, will be seen the old and knowing countenances of "Gutter Snipes" from the great Northern and Western cities. Mr. and Mrs. Bradley are as a father and mother to these little fellows, taking the best care of them in sickness and in health.

LIFE AND MOVEMENT.

All around the place are the signs of life, human and animal. About thirty persons live on the farm during the winter months, and they form a little colony within themselves. The owner and his wife, the farm manager and family, the housekeeper, the head trainer and several other white persons employed about the place. The numerous "rubbers," stable boys and grooms all make their home at Greenway. As might be supposed, it takes something to feed them all, but the owner looks after that and kills a beef or mutton at regular intervals during the winter; also killing a large pen of hogs each year. Besides the numbers of thorough bred horses on the farm, there is quite a fine herd of cattle, and a handsome flock of sheep and great quantities of fowl of all kinds. Mr. Bradley has always been a keen sportsman and a fine shot, and when a young man was a great deer and fox hunter. Being a superb rider, he took many chummers and brought down many a deer, racing after them until within range of his gun, when he would fire at them from horse-back. At the present time he keeps a few hounds and quite a number of bird dogs, which are all petted and made much of, and never seem so happy as when stretched out on the rug in front of the great open fire in their master's chamber or dining-room. Rattler, Mr. Bradley's old and faithful hunter, is another privileged and important individual at Greenway. For many years he has accompanied his master and mistress on their travels and has visited most of the great running tracks in this country. He is a near thorough bred, and was put over the jumps in his youthful days; wasn't quite good enough to win, so has been kept as a buggy horse. He has all the saddle gait and can show a three-minute clip in harness.

Each year Mr. Bradley pays more attention to the breeding of thoroughbreds. He has done much to improve the breed of the general run of country horses all through this section of the State, having bred his stallions all through the country.

THOROUGHBREDS.

There are about one hundred head of thoroughbred horses on the two stud farms of the Greenway stud. This horse has proved himself to be a great sire and his get have made a name for themselves. Robert Waddell, winner of American Derby in 1901, was sired by him.

Blitzen, by Blazes, dam Germania, is in the stud at Greenway and at Centre Farm. Blitzen was winner of Heston Stakes at Chicago in 1892, and won one side of Miss Woodford Vase at Elizabeth track at Elizabeth, N. J. He will be bred to several mares at both farms and will also sire a few outside mares.

Hampshire, a handsome bay stallion by Hanover, dam Spinnett, will also be bred to several choice mares this season.

Among the brood mares at Greenway and Centre Farm are Virginia, by Kingbolt, dam Virgo; (Virgo is dam of Robert Waddell); Miss Stewart, by Ponigree, dam Miss Dolores. (Miss Stewart, dam of Ahala, black filly, 3 years old, entered in American Derby this year). Ada Blue by Hindoo, dam Jennie Blue; Bessie, by Prospector, dam Jessie D. (Blanche, dam of Ahala II.) sired by Prospector (sired by dam of Bony Boy); a chestnut gelding, who has started in 228 races; got first money in 37; second money in 61; and third money in 20; was unplaced 18 times and has won for his owner twenty thousand and sixteen dollars. Boney Boy was bred and raised at Greenway and is as same a horse as ever faced the flag. He is in fine condition and will go with the stable this spring.

Annie L., by Startle, (dam of Merochette and Annie B.) Eminence, by Kyrle Daly, dam Elizabeth, (Eminence, dam of Ed. Adeck and Moxon); Gift, by Imp. Charaxius, dam Chish; Lady Greenway, by Mars, dam Miss Fox; Water Witch, by Imp. Decousor, dam Jennie S.; Avalon, by Touse, dam Tag; Dixie Lee, by Jim Gore, dam Miss Jackson; Miss Casey, by Patton, dam Annie Shelby; Norina, by Fardie, dam Rainbow; Alice, Wilson, by Fardie, dam Marie Shurland; Brown Gal, by Portico, dam Black Gal; Helena Belle, by Don Carlos, dam Ethel Wiley; Panway, by Panique, dam By-the-Way; Dixie II., by Prospector, dam Mattie B.; Florence, Hubbard, by Shiner, dam Danabe; Broadway Belle, by Blitzen, dam Virgo.

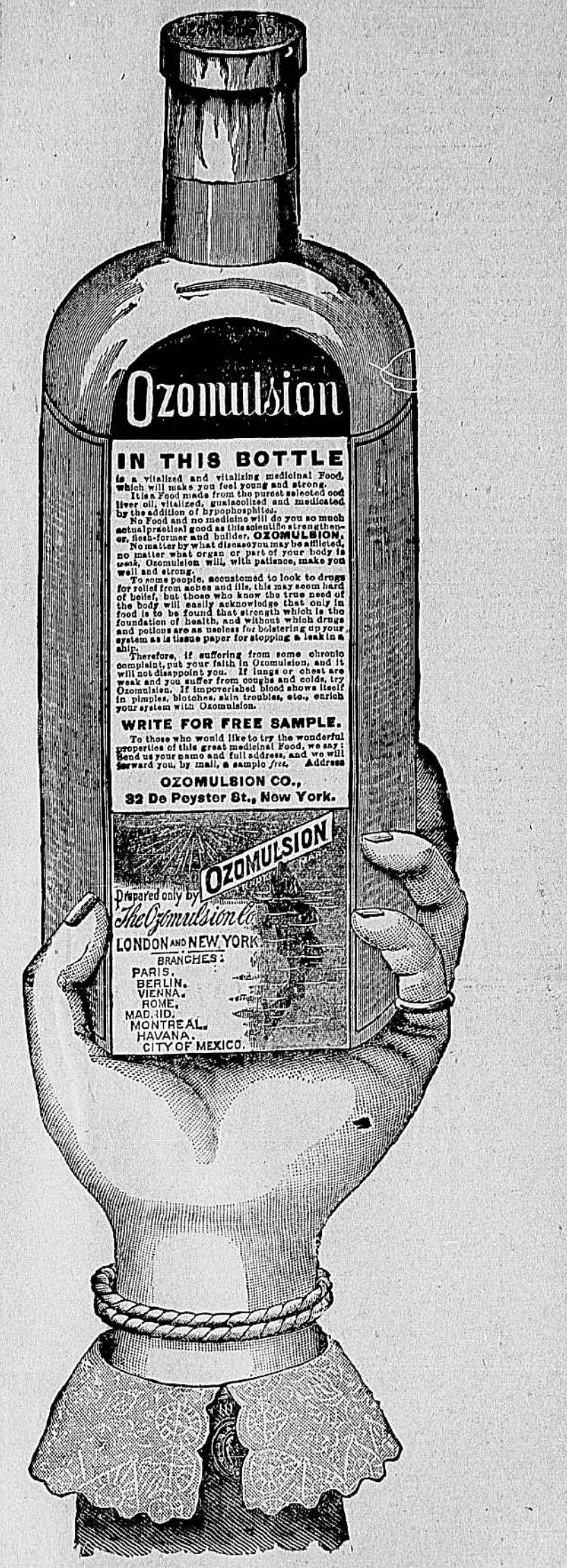
Bony Boy, Ahala and the Steeplechaser Perrell are among the horses brought back last season that will be probably taken away this spring. Among the promising two-year-olds in training at Greenway are General Stuart, Virginia Boy, William Parrish, Junius Roane, George R. Harrison, Peter Paul, Berry Waddell, Polly Miller, Susie Christian, Lady Bel Air and others.

There are twenty-one weanlings at Greenway this season; as pretty a lot as one would wish to see. Waddell II, full brother to Robert Waddell, is one of the very best, and in his colt form greatly resembles his distinguished brother. These mild days are being made the most of by Mr. Reitor, the head trainer at Greenway, and the horses are being worked regularly. By the 10th of March they will have had trials of speed on the track at River Edge, one of Mr. Bradley's farms, and by the 15th of the month the whole string will probably be sent away to Heston Track near Washington, D. C., the spring meeting beginning there the latter part of the month.

It is safe to say that many of them will do honor to their well-known and popular owner, "Virginia" Bradley.

J. M. B.

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